THE MOTORISTS' ALMANAC FOR 1917

EDITED AND COMPILED BY
WM. LEAVITT STODDARD

WITH DRAWINGS BY
GLUYAS WILLIAMS

PUBLISHED BY
HOUGHTON MIFFLIN CO.
BOSTON AND NEW YORK :: 1916

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PUBLISHED BY
HOUGHTON MIFFLIN COMPANY

THE MOTORIST'S ALMANAC FOR 1917. Illustrated by GLUYAS WILLIAMS.

THE NEW GOLFER'S ALMANAC. Illustrated by A. W. BARTLETT.

The MOTORISTS' ALMANAC

For 1917 Anno Domini

Containing Much Entertainment and Not a Few Facts of Concern and Interest to All Intelligent Motorists

Picture Maker — GLUYAS WILLIAMS

Editor and Compiler — WM. LEAVITT STODDARD

BOSTON AND NEW YORK

Published by HOUGHTON MIFFLIN COMPANY

The Riverside Press, Cambridge

1916

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William Leavitt Stoddard

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Published October 1916

PREFACE

THIS Almanac is for the use of motorists. By motorists are meant owners or operators of automobiles, motor-cycles, trucks, touring-cars, limousines, taxis, runabouts, racers, armored land-going warships, gasoline buggies, and self-perambulating baby-carriages; their passengers, actual and prospective; prospective buyers; and the vast body of the public that earns its living in the automobile business, whether by grinding valves, painting signposts for them that speed, or by selling machines to such and such only as can afford to buy them.

This Almanac is also intended for pedestrians, in which class are included temporarily dismounted motorists; and particularly for the anarchists in the pedestrian fraternity who believe that the road and the streets and the highways of the land are for their own indiscriminate and sour-faced use. May pedestrians decrease in number with the increase of the cheap car, and may they learn from reading this work that all true motorists view them with mingled alarm and charity.

The long road in 1917 is about to unroll before us. It is a new road. Will it be a better road than the one we have just come over? Will it be rough or smooth, up-hill or down-grade; will there be difficult détours, time-consuming and nagging? Will our engine run sweetly, will our tires hold, or will the worn bolt give and the oil supply fall short?

The compiler of this Almanac ought to know the answers to these questions, but he does not. He can only

say, in his infinitely small human wisdom, that all hangs on seven things. Roads will be good, machines will be well-made, gasoline will be clean, rubber will hold its life, and accidents will be few and far between, just so long as there is peace and brotherhood and good-will and fresh air and sunshine and health and happiness — both for us who ride and for the multitudes who watch us spurting busily and joyfully up and down the channels of traffic, east, west, north, and south.

ACKNOWLEDGMENTS

THE compiler of this Almanac has ransacked hundreds of odd corners of libraries and men's minds in order to glean the fare of good written things about motorists, motors, and motoring, which appear in the following pages. But the literature of the motor is new and undeveloped. Though many songs of this machine have been sung, and though many of these songs have been true and sweet and fine, yet no single, all-compelling voice has been lifted to tell the world in prose or verse what the motor means to man in his world to-day — how it carries him in his joy, to his wars, with his wife and babies, to his work.

So the quotations in these pages are offered as the best that we could gather: read them for what they are and enjoy their wit and quality.

To these writers who have been good enough to grant permission to reproduce their works, the Almanac herewith makes profound acknowledgment: —

Miss Carolyn Wells and Miss Louise Imogen Guiney; Reginald Wright Kauffman, Henry Copley Greene, Gelett Burgess, Henley Morton, Percy MacKaye, P. J. Feely, Stephen Leacock, and "Chauffeur." It had been hoped that portions of the admirable essay on the automobile by M. Maurice Maeterlinck might be used, but this distinguished author places a price upon even short quotations, which is too great for our modest purse.

Thanks for the accurate and entertaining astronomical data are due to George W. Littlehales, of the Hydrographic Office, United States Navy, and to the *Youth's Companion* for a collection of jokes.

W. L. S.

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CALENDAR FOR THE YEAR 1917

1917	SUN.	MON.	TUES.	WED.	THUR.	FRI.	SAT.
JAN.	..	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31	..	..	..
FEB.	..	..	..	..	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	..	..	..
MARCH.	..	..	..	..	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	31
APRIL.	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	..	..	..	..	..
MAY.	..	..	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	31	..	..
JUNE.	..	..	..	..	..	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30

1917	SUN.	MON.	TUES.	WED.	THUR.	FRI.	SAT.
JULY.	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31	..	..	..	..
AUG.	..	..	..	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	..
SEPT.	..	..	..	..	..	..	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	..	..	..	..	..	..
OCT.	..	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31	..	..	..
NOV.	..	..	..	..	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	..
DEC.	..	..	..	..	..	..	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	31	..	..	..	..	..

CALENDAR FOR THE YEAR 1918

1918	SUN.	MON.	TUES.	WED.	THUR.	FRI.	SAT.
JAN.	..	..	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	31	..	..
FEB.	..	..	..	..	..	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	..	..
MARCH.	..	..	..	..	..	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31	..	..	..	..	..	..
APRIL.	..	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	..	..	..	..
MAY.	..	..	..	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	..
JUNE.	..	..	..	..	..	..	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	..	..	..	..	..	..

1918	SUN.	MON.	TUES.	WED.	THUR.	FRI.	SAT.
JULY.	..	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31	..	..	..
AUG.	..	..	..	..	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	31
SEPT.	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	..	..	..	..	..
OCT.	..	..	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	31	..	..
NOV.	..	..	..	..	..	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
DEC.	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31	..	..	..	..

MORNING STARS, 1917

Venus from the beginning of the year until April 25.
Mercury from Jan. 18 to Mar. 29.
" " May 16 to July 12.
" " Sept. 18 to Nov. 3.

EVENING STARS, 1917

Venus from April 25 until the end of the year.
Mercury from the beginning of the year until Jan. 18.
" " Mar. 29 to May 16.
" " July 12 to Sept. 18.
" " Nov. 3 until the end of the year.

TIME DIVISIONS IN THE UNITED STATES

Eastern Standard or 75th meridian time. (5h. earlier than Greenwich.)	Eastern zone of the United States from longitude $67\frac{1}{2}°$ W. to longitude $82\frac{1}{2}°$ W., western Labrador, Quebec, Ontario to $82\frac{1}{2}°$ W., New Brunswick, Jamaica, Panama, Peru, Chile.
Central Standard or 90th meridian time. (6h. earlier than Greenwich.)	Central zones of the United States and Canada, from longitude $82\frac{1}{2}°$ W. to longitude $97\frac{1}{2}°$ W.
Mountain Standard or 105th meridian time. (7h. earlier than Greenwich.)	Mountain zones of the United States and Canada, from longitude $97\frac{1}{2}°$ W. to longitude $112\frac{1}{2}°$ W.
Pacific Standard or 120th meridian time. (8h. earlier than Greenwich.)	Pacific zone of the United States and British Columbia, from longitude $112\frac{1}{2}°$ W. to longitude $127\frac{1}{2}°$ W.

PHASES OF THE MOON, 1917

		h.	m.			h.	m.			h.	m.			h.	m.
○ Full Moon.	Jan. 7	19	42	Apr. 7	1	49	July 4	9	40	Sept. 30	8	31
☾ Last Quar.	15	23	42	14	8	12	11	0	12	Oct. 7	10	14
● New Moon.	22	19	40	21	2	1	18	15	0	15	14	41
☽ First Quar.	29	13	2	28	17	22	26	18	40	23	2	38
○ Full Moon.	Feb. 6	15	28	May 6	14	43	Aug. 2	17	11	29	18	19
☾ Last Quar.	14	13	53	13	13	48	9	7	56	Nov. 6	5	4
● New Moon.	21	6	9	20	12	47	17	6	21	14	6	28
☽ First Quar.	28	4	44	28	11	34	25	7	8	21	10	29
○ Full Moon.	Mar. 8	9	58	Jun. 5	1	7	Sept. 1	0	28	28	6	41
☾ Last Quar.	16	0	33	11	18	38	7	19	5	Dec. 6	2	14
● New Moon.	22	16	5	19	1	2	15	22	28	13	21	17
☽ First Quar.	29	22	36	27	4	8	23	17	41	20	18	7
○ Full Moon.	Apr. 7	1	49	Jul. 4	9	40	30	8	31	27	21	52
☾ Last Quar.	14	8	12	11	0	12	Oct. 7	10	14			

ANNIVERSARIES AND FESTIVALS, 1917

New Year's Day	Monday, Jan. 1.
Epiphany	Saturday, Jan. 6.
Septuagesima Sunday	Sunday, Feb. 4.
Lincoln's Birthday	Monday, Feb. 12.
Quinquagesima (Shrove Sunday) .	Sunday, Feb. 18.
Ash Wednesday	Wednesday, Feb. 21.
Washington's Birthday	Thursday, Feb. 22.
Palm Sunday	Sunday, Apr. 1.
Good Friday	Friday, Apr. 6.
First Day of Passover	Saturday, Apr. 7.
Easter Sunday	Sunday, Apr. 8.
Rogation Sunday	Sunday, May 13.
Ascension Day (Holy Thursday) .	Thursday, May 17.
Hebrew Pentecost (Shebuoth) . .	Sunday, May 27.
Pentecost (Whit Sunday) . . .	Sunday, May 27.
Memorial Day	Wednesday, May 30.
Trinity Sunday	Sunday, June 3.
Corpus Christi	Thursday, June 7.
Independence Day	Wednesday, July 4.
Labor Day (except in certain States)	Monday, Sept. 3.
Hebrew New Year (Rosh Hashanah)	Monday, Sept. 17.
Day of Atonement (Yom Kippur) .	Wednesday, Sept. 26.
First Day of Tabernacle (Sucoth) .	Monday, Oct. 1.
Election Day (in certain States) .	Tuesday, Nov. 6.
Thanksgiving Day	Thursday, Nov. 29.
First Sunday in Advent	Sunday, Dec. 2.
Christmas Day	Tuesday, Dec. 25.

MEAN LOCAL TIME OF SUNRISE AND SUNSET FOR THE YEAR 1917 IN THE MIDDLE LATITUDES OF THE UNITED STATES

DATE	SUNRISE	SUNSET
January 1	7h. 16m.	4h. 51m.
" 15	7 14	5 06
February 1	7 05	5 22
" 15	6 50	5 39
March 1	6 37	5 54
" 15	6 12	6 08
April 1	5 45	6 24
" 15	5 23	6 36
May 1	5 02	6 51
" 15	4 49	7 03
June 1	4 38	7 17
" 15	4 36	7 25
July 1	4 40	7 27
" 15	4 48	7 23
August 1	5 02	7 10
" 15	5 14	6 54
September 1	5 28	6 32
" 15	5 41	6 09
October 1	5 55	5 45
" 15	6 09	5 23
November 1	6 26	5 01
" 15	6 41	4 49
December 1	6 57	4 41
" 15	7 09	4 42

In the northern part of the United States, during the winter, the sun rises about 20 minutes later and sets about 20 minutes earlier than the times indicated in the table; and during the summer, the sun rises about 20 minutes earlier and sets about 20 minutes later than the times indicated in the table.

In the southern part of the United States, during the winter, the sun rises about 20 minutes earlier and sets about 20 minutes later than the times indicated in the table; and during the summer, the sun rises about 20 minutes later and sets about 20 minutes earlier than the times indicated in the table.

THE AUTO RUBAIYAT

MOVE! — Or the Devil Red who puts to flight
Whate'er 's before him, to the Left or Right,
  Will toss you high as Heaven when he strikes
Your poor clay carcass with his master-might!

As the Cock crows, the "Fiends" who stand before
The Starting-Point, amid the Stream's wild roar,
  Shake hands, make wills, and duly are confess'd,
Lest, once departed, they return no more.

For whether towards Madrid or Washington,
Whether by steam or gasoline they run,
  Pedestrians keep getting in their way,
Chauffeurs are being slaughtered one by one.

A new Fool 's every minute born, you say;
Yes, but where speeds the Fool of Yesterday?
  Beneath the Road he sleeps, the Autos roar
Close o'er his head, but cannot thrill his clay.

Well, let him sleep! For what have ye to do
With him, who this or Anything pursue
  So it take swiftness? — Let the Children scream,
Or Constables shout after — heed not you.

Oh, ye who anti-auto laws would make
And still insist upon the silly brake,
  Get in, and try a spin, and then you 'll see
How many fines you will impose — and take! . . .

Reginald Wright Kauffman.

January hath 31 days.

D.M.	D.W.	REMARKS	ON OVERHAULING
1	M.	New Year's Day.	This is the month for mud and rain and snow and ice and balky ignition. A good thing to do in January is to have your car gone over from tire to top, from radiator to differential. Let bearings be inspected, nuts and screws be tightened, and the worn parts be replaced. It will pay in the end, for the old proverb holds good—a stitch in time saves many.
2	Tu.		
3	W.	*Cold*	
4	Th.		
5	Fr.	*but*	
6	Sa.		
7	Su.	*warmer*	
8	M.		
9	Tu.	*by and by.*	
10	W.		Much knowledge and good hard work will be your share if you overhaul your own machine, standing it up on bricks or blocks of wood so that the four wheels will clear the floor. With the car thus propped up, you may run the engine freely and fast and walk around and listen till you locate the exact whereabouts of that annoying rattle which bothered your ears so last autumn.
11	Th.		
12	Fr.		
13	Sa.		
14	Su.	*Wet*	
15	M.	*weather*	
16	Tu.		
17	W.	*about*	
18	Th.		
19	Fr.	*now.*	
20	Sa.		
21	Su.		
22	M.		When the car is out of commission in this way it is well to examine and test every body bolt and nut; scrape off the accumulations of caked stuff in the corners and crevices; clean out the engine pan so that it is no longer covered with dangerous and dirty muck; and, besides thoroughly looking after the motor, the gears, the bearings and every active part of the machinery, it is advisable to wash out the radiator and test every part for rust and decay.
23	Tu.		
24	W.	*Sunshine*	
25	Th.		
26	Fr.	*and promise*	
27	Sa.		
28	Su.	*of*	
29	M.		
30	Tu.	*spring.*	
31	W.		

THE MOTORISTS' TRUE ROMANCE

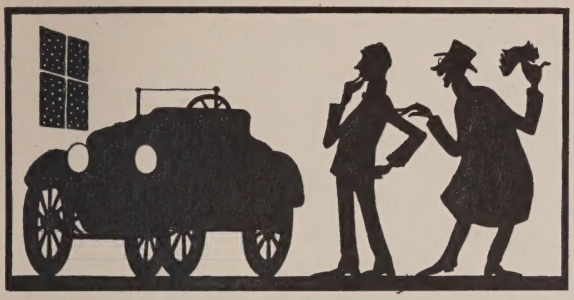
TIME has no leisure to wrap motor-cars in mystery; and Poetry abashed has turned away her head. Unveiled, except in dust, they shoot the rapids of our streets; unsung, unless in coon-songs, they purr across hill and meadow. Song will follow them. The Egyptian woman hides her face behind fold on fold of black; behind shining crimson and brass the tiger of modern speed hides, not its face, but a spirit of romantic fact.

If Poetry has not seen it, the unwary motorist is to blame. Speed-possessed, he hurls his "auto," stonelike, at the twin birds, space and time; and when its flight is once over, they lie dead before his spirit. To the wise motorist, space and time, as they fly, sing songs which thrill and echo in the mind. Up, then, and mount with the wisest of your acquaintance; up and be off with him where the heavens' light, broken into the colors of tree, flower, and grass, accompanies the song. Then, as miles and moments slip behind you, all the past will seem like a dim and soundless cave, and your former self will stand before you strange as a skin-clad cave-dweller. So at least it will seem to your gladdened senses; nor will those enthusiasts be seriously deceived. For in motoring, one's self is indeed transformed, and the world tinged, for the awakened mind, with a tone lively, fresh, and actual.

This tone is not, as skeptics may imagine, a mere product of singing swiftness. There are moments when a following breeze stills the wind of your motor's making, moments of halting on some bridge, with the incessant machinery arrested, when the tinkle and gurgle of a brook below melt into the thrushes' song among cool and scented balsams; there are moments such as these when stillness beneath dim branches is tinged with a tone as keen as the dazzle and swiftness of day. For wherever the wise motorist speeds or halts, there is the romance of reality.

Henry Copley Greene.

February hath 28 days.



D.M.	D.W.	REMARKS
1	Th.	*Blinding blizzard for considerable time.*
2	Fr.	
3	Sa.	
4	Su.	
5	M.	
6	Tu.	
7	W.	
8	Th.	
9	Fr.	*Moderating.*
10	Sa.	
11	Su.	
12	M.	LINCOLN'S BIRTHDAY.
13	Tu.	
14	W.	
15	Th.	*Thaw.*
16	Fr.	
17	Sa.	
18	Su.	*Still a thaw.*
19	M.	
20	Tu.	
21	W.	
22	Th.	WASHINGTON'S BIRTHDAY.
23	Fr.	
24	Sa.	
25	Su.	
26	M.	*Unseasonable heat about now.*
27	Tu.	
28	W.	

ON OLD AND NEW CARS

There is as much joy to the man who frugally plans how to refurbish his old car for the new year's employment as falls to the lot of him who spends February in reading the catalogues of the automobile manufacturers. This is the month of temptation, for many a second-hand car can find a purchaser thus early in the season, and the lithographs of the latest models are very alluring.

But it is not always easy to part with an old car, no matter what the price, nor how lustrous the shine of the new car's paint. An old car is like a well-broken pair of shoes—comfortable and ready for the road, not too stiff, and yet not too loose because too accustomed to be walked in. There may be a recurring rattle here and there, and always, as in old friends or old houses, one will find some inconvenient habit or not quite convenient corner. Yet, barring the most expensive, the probabilities are that the old car is a better piece of machinery than the new. At least you know what its performance is, and having had long experience with its disabilities, you know what ills of the flesh it is likely to be heir to. This knowledge is worth many garage bills and hours of vexatious delay.

OMNIA MUTANTUR

A DROWSY drone;
  A garden sweet;
And, all alone,
  In kirtle neat,
So deft and prim,
  To guide the reel,
With sunshine in her dovelike eyes,
The maid Priscilla daily plies,
  Her wheel.

A noisy street,
  Or road or park,
Where fashions meet,
  By day or dark;
In leather clad,
  From head to heel,
And resolution in her eyes,
The modern maiden deftly guides
  Her wheel.

Anonymous.

March hath 31 days.

D.M.	D.W.	REMARKS
1	Th.	*Comes in*
2	Fr.	
3	Sa.	*like a*
4	Su.	
5	M.	*lion.*
6	Tu.	
7	W.	*But soon*
8	Th.	
9	Fr.	*lamb-like.*
10	Sa.	
11	Su.	*Rain*
12	M.	
13	Tu.	*Rain*
14	W.	
15	Th.	*Rain.*
16	Fr.	
17	Sa.	St. Patrick's Day
18	Su.	*Snow*
19	M.	
20	Tu.	*Wind*
21	W.	
22	Th.	*Ice.*
23	Fr.	
24	Sa.	*Moderates*
25	Su.	*and*
26	M.	*goes out*
27	Tu.	
28	W.	*like a*
29	Th.	
30	Fr.	*lamb.*
31	Sa.	

ON SPRING MUD

Spring begins in March, and therefore motoring begins in March, and so life starts anew for the motorist.

For the first time it is possible to take an occasional evening spin with pleasure and no lap-robe. How the vaporization of the gasolene responds to the moist coolness of the air! How the car bellies down to the road and will not be held back and delayed! Spring fever, and spring running, fires even this creature of iron and steel and rubber.

In March beware the treacherous mud-hole, which very often lurks where least expected, and which is apt to be deeper and stickier than summer or autumn mud-holes. When in doubt, put on chains before attempting to storm through a soggy spot. Contrary to popular impression, well-kept chains do not hurt tires appreciably. If care is had that the links do not become split or loosened and thus stick into the rubber, chains can harm little. And a chain in time saves humiliation.

If you do get stuck, remember that a pair of horses is a very pleasant and inexpensive help out. The horses enjoy the process, for it gives them a momentary exultation over a usually insolent rival: so does the farmer.

MOTORWOCKY

'T WAS metzger, and the cartercar
  Did ford and fiat in the coles:
All alco was the kisselcar,
  And the white winton olds.

Speedwell the apperson, my son,
  The marmon big, the pope adroit!
Oh, moon the michigan, and shun
  The peerless paigedetroit!

He took his hupmobile in hand,
  Long time the premier he sought;
So packard he, neath the K. R. I. T.,
  And E. M. F.'d in thought.

And while in regal thought he stood,
  The cadillac, with haynes aflame,
Came hudson through the simplex wood,
  And garford as it came.

Oakland he slew, and franklin too,
  The national went overland;
The jackson's squeal, "locomobile!"
  Piercearrowing in his hand!

And hast thou Thomas Marion?
  Moline on me, my buick boy!
Oh, reo day! Oh Chalmers! — say,
  He flanders in his joy!

'T was mercer, and the studebake
  Did lozier in the matheson;
All stevensduryea mitchell make,
  And the stearns henderson.

Gelett Burgess.

April hath 30 days.

D.M.	D.W.	REMARKS	USEFUL APRIL HINTS
1	Su.	APRIL FOOL.	Well by the first of April, as Chaucer meteorologically observes, sweet showers have pierced the drought of March to the root. They have also whipped the last lingering remnants of winter out of the northern country roads, while long since in the south and west motorists are pleasuring up and down the land as if all the year were a holiday and nothing in nature could stop the flight of cars or the song of birds.
2	M.		
3	Tu.	*Warm spring*	
4	W.		
5	Th.	*showers*	
6	Fr.		
7	Sa.	*are*	
8	Su.		
9	M.	*coming.*	
10	Tu.		
11	W.		
12	Th.		In April you may make the first tentative little tours of the season, running off for a half of Saturday and all of Sunday quite as if summer had come. But unless you are an old hand at it you are likely to forget some of the spare things that make travel out of town easy and comfortable. Be sure that you have your wrenches, your pump and your extra tubes and tire patches, for those tires were new many months ago and the cold has not helped them. A coil of wire is worth the room it takes; so is a can of engine oil, and in case a squeak or grinding starts up, it is good to carry a squirt gun full of dope. Remember that there is always space for handy odds and ends.
13	Fr.	*They are*	
14	Sa.		
15	Su.	*here.*	
16	M.		
17	Tu.		
18	W.	*A chilly*	
19	Th.		
20	Fr.	*spell.*	
21	Sa.		
22	Su.	*Beware*	
23	M.		
24	Tu.	*too hot*	
25	W.		
26	Th.	*a sun.*	
27	Fr.		
28	Sa.	*Rain.*	
29	Su.		
30	M.		

DESPOTISM

FROM hedgerows where aromas fain would be,
New-volleyed odours execrably rise;
The flocks, with hell smoke in their patient eyes,
Into the ditch from bawling ruin flee;
Spindrift of one abominated sea
Along all roads in wrecking fury flies
Till on young strangled leaf, on bloom that dies,
In this far plot it writes a tune for me.

Vast intimate tyranny! Nature dispossessed
Helplessly hates thee whose symbolic flare
Lights up (with what reiterance unblest!)
Entrails of horror in a world thought fair.
False god of pastime thou, vampire of rest,
Augur of what pollution, what despair!

Louise Imogen Guiney.

May hath 31 days.

D.M.	D.W.	REMARKS	AN IDEA OR SO
1	Tu.	*Look out for a sudden cold spell. And then look out for rain. Winds and dust hereabouts. Cloudy weather.*	A merry month, but apt to be dusty and as wet as traditionally April is. Much is to be done on the repairing of the roads in May.
2	W.		Here are some directions for motorists, composed especially for this Almanac:
3	Th.		He who would have safe passage must keep all moving parts well greased.
4	Fr.		The speed trap is not for the slow, nor the motor-cycle cop for the sharp-sighted.
5	Sa.		Watch your tail light lest it die unnoticed and cause a rear-end collision.
6	Su.		Water in the carburetor is like the same in milk — only worse.
7	M.		It costs but a minute to offer aid to the stranded car, and the reward in pleasant smiles is worth the delay.
8	Tu.		Despise no car, even the worst. Remember that as dust returns to dust, so junk again and finally becomes junk.
9	W.		In case of unjust arrest, it is well to let the women in the car speak their minds to the officer. Beneath many a blue coat beats a gallant heart.
10	Th.		Yet in the town, always obey unquestioning the traffic man, for his is a nervous, harassing job and the stream must be kept moving.
11	Fr.		
12	Sa.		
13	Su.		
14	M.		
15	Tu.		
16	W.		
17	Th.		
18	Fr.		
19	Sa.		
20	Su.		
21	M.		
22	Tu.		
23	W.		
24	Th.		
25	Fr.		
26	Sa.		
27	Su.		
28	M.		
29	Tu.		
30	W.	DECORATION DAY.	
31	Th.		

THE TWO AUTOMOBILISTS

ONCE on a Time there were Two Young Men, each of whom Bought an Automobile.

One Young Man, being of a Bold and Audacious nature, said:

"I will make my Machine go so Fast that I will break all Previous Records."

Accordingly, he did So, and he Flew through the Small Town like a Red Dragon Pursuing his Prey.

Unheeding all Obstacles in his Mad Career, his Automobile ran into a Wall of Rock, and was dashed to Pieces. Also, the young Man was killed.

The Other Young Man, being of a Timorous and Careful Disposition, started off with great Caution and Rode at a Slow Pace, pausing now and then, Lest he might Run into Something.

The Result was, that Two Automobiles and an Ice Wagon ran into him from behind, spoiling his Car and killing the Cautious Young Man.

MORALS:

This Fable teaches Us, the More Haste The Less Speed, and Delays Are Dangerous.

Carolyn Wells.

June hath 30 days.

D.M.	D.W.	REMARKS
1	Fr.	*Look out*
2	Sa.	*for*
3	Su.	*perfect*
4	M.	*weather.*
5	Tu.	
6	W.	
7	Th.	
8	Fr.	
9	Sa.	
10	Su.	*Showers and*
11	M.	*a*
12	Tu.	*gloomy*
13	W.	*spell.*
14	Th.	
15	Fr.	
16	Sa.	
17	Su.	*Thunderstorms*
18	M.	*are due*
19	Tu.	*soon.*
20	W.	
21	Th.	
22	Fr.	
23	Sa.	
24	Su.	*A*
25	M.	*week*
26	Tu.	*of*
27	W.	*rain.*
28	Th.	
29	Fr.	
30	Sa.	

ON HOW TO ELOPE

Nothing is better than an automobile for a honeymoon trip or for an elopement in June. You are independent of trains and the publicity which they impose, and you are not bound to any time-table, route, routine or schedule — only to each other and to the four wheels.

If the police or the father-in-law is likely to follow, bear in mind the following useful hints: —

1. Oil the license plates and then sprinkle them liberally with dust, thus concealing the numbers.
2. From time to time, particularly when approaching a town where there may be lookouts, put your top either up or down, thus changing the aspect of your car.
3. If you or the lady have more than one hat apiece, it might be well to experiment with your own appearance.
4. Put out your tail light if pursuit is near.
5. Often a side road is worth taking so that the pursuit may speed by in vain.
6, Don't spread tacks on the road. You may have to come back that way.
7. In case of doubt, carry a parson as chauffeur.

MOTOR TROUBLES

One of the beauties of the beast is its strict impartiality. It shows no more deference to maker than to owner; it moves no more quickly for expert mechanic than for amateur driver. When it balks, it balks, — inventor, manufacturer, mechanic, stand puzzled; suddenly it starts — they are equally puzzled.

Who has not seen inventors of these capricious motors standing by the roadside scratching their heads in despair, utterly at a loss to know why the stubborn thing does not go? Who has not seen skilled mechanics in blue jeans and unskilled amateurs in jeans of leather, so to speak, flat on their backs under the vehicle, peering upward into the intricacies of the mechanism, trying to find the cause, — the obscure, the hidden source of all their trouble? And then the probing with wires, the tugs with wrenches, the wrestling with screw-drivers, the many trials, — for the most part futile, — the subdued language of the bunkers, and at length, when least expected, a start, and the machine goes off as if nothing at all had been the matter. It is then the skilled driver looks wise and does not betray his surprise to the gaping crowd, just looks as if the start were the anticipated result of his well-directed efforts instead of a chance hit amidst blind gropings.

One cannot but sympathize with the vanity of the French chauffeur who stops his machine in the midst of a crowd when it is working perfectly, makes a few idle passes with wrenches and oil-cans, pulls a lever and is off, all for the pleasure of hearing the populace remark, "He understands his machine. He is a good one."

"*Chauffeur.*"

July hath 31 days.

D.M.	D.W.	REMARKS
1	Su.	*Very, very*
2	M.	
3	Tu.	*hot.*
4	W.	INDEPENDENCE DAY.
5	Th.	
6	Fr.	
7	Sa.	
8	Su.	*And yet*
9	M.	
10	Tu.	*still*
11	W.	
12	Th.	*warmer.*
13	Fr.	
14	Sa.	*Expect*
15	Su.	
16	M.	*much rain*
17	Tu.	
18	W.	*followed*
19	Th.	
20	Fr.	*by*
21	Sa.	
22	Su.	*one*
23	M.	
24	Tu.	*dry*
25	W.	
26	Th.	*day.*
27	Fr.	*Hail*
28	Sa.	
29	Su.	*storm*
30	M.	
31	Tu.	*coming.*

ALL ABOUT SPARK PLUGS

While it is true that the spark plug is to the engine what the liver is to man or the gizzard to the rooster, yet there is no necessity on this account for the motorist to worry about his plugs all the time. This is a failing both of old hands with the gasolene car and with the new comer.

It is a sad fact that the manufacturer of spark plugs plays on this frailty in order to impose the wide variety of his goods on the public. Wherefore we read of guaranteed sootless plugs, plugs that cannot crack, plugs which give a terrifically hot spark, and plugs without reproach. We also buy these plugs in great quantities, discarding perfectly good plugs in the hope finally of securing something that will remove all the ills that our motor has become heir to.

The truth is that an apparently faulty plug usually resembles a headache in that it is a symptom of a disease instead of being the disease itself.

Of course a broken plug, like a broken tooth, should be replaced and the gaskets should fit tightly, and the points should be adjusted at precisely the proper interval. But in general, don't monkey with your spark plugs. As soon try to cure neuralgia by amputating the head.

THE SCORCHER

HURRY,
Scurry,
Off with a flurry,
Dodging the cable cars,
Pushing his way through the thoroughfare
With many a jolt that jars.

Speeding.
Impeding,
Others unheeding,
An oath for those who protest;
A laugh for the pedestrian he brushes aside,
And never a thought for the rest.

Dashing,
Splashing,
Nothing abashing,
Over streets all slippery with slime;
Then an extra spurt and a finishing jerk,
And he saves a minute of time.

Anonymous.

August hath 31 days.

D.M.	D.W.	REMARKS	ON ROAD SENSE
1	W.		A warm month and therefore a time when it is well to be doubly sure that your engine and you keep cool. Watch your oil; watch your water and your radiator; and watch your mixture, for overheating can come quickly from a mixture that is all right for normal temperature weather, but becomes too concentrated when the thermometer climbs up and stays perched in the 90's.
2	Th.	*Dog- day-*	
3	Fr.		
4	Sa.	*ish.*	
5	Su.		
6	M.	*Early*	
7	Tu.		
8	W.	*frost*	
9	Th.		
10	Fr.	*to be ex-*	
11	Sa.		
12	Su.	*pected*	
13	M.		A good map is to be praised, but more important in a motorist is a *sense of roads and directions*, without which not even the Blue Book is of any value. This sense is probably born in many people, but it can be acquired by all by diligent training. It is the sense which instinctively tells one whether a fork is the fork that one has been looking for; whether that cross road is the main line or a mere country bypath, leading to a pasture; whether, after half a dozen turns in unknown regions under a dark and cloudy sky, you are headed north, east, west or south.
14	Tu.	*now.*	
15	W.		
16	Th.	*Hot and*	
17	Fr.		
18	Sa.	*muggy.*	
19	Su.		
20	M.	*Hot and*	
21	Tu.		
22	W.	*muggy.*	
23	Th.		
24	Fr.		
25	Sa.	*Rain.*	
26	Su.	*Fogs.*	
27	M.		Remember that the sign-board, having been painted by a man, is as trustworthy as human nature — and no more. Also remember that the pedestrian along the highway may guess at the distance to the next stop, but that he will always be wrong.
28	Tu.	*Rain.*	
29	W.		
30	Th.	*Cold.*	
31	Fr.		

AN EVENING RIDE

Out o'er the thronged pavements,
  Dodging now car, now cart,
Silent as night in the desert,
  Yet of the boisterous mart.

Leaving the roar of traffic,
  The smoke-roofed, stone-walled street,
On to the boundless prairies,
  Where earth and heaven meet.

'Twixt the sunflower's bordering yellow
  Or horizonless fields of green,
Brushing the startled quail brood,
  Reflecting the low sun's sheen.

On to the mound, tree-fringed,
  Where the evening's softening light
Kisses with longing its earth love
  Asleep in the arms of the night.

Henley Morton.

September hath 30 days.

D.M.	D.W.	REMARKS
1	Sa.	
2	Su.	
3	M.	LABOR DAY.
4	Tu.	
5	W.	*Fair, but*
6	Th.	
7	Fr.	*soon*
8	Sa.	*to be*
9	Su.	*wet.*
10	M.	
11	Tu.	
12	W.	*Now comes*
13	Th.	
14	Fr.	*some*
15	Sa.	*Indian*
16	Su.	*summer.*
17	M.	
18	Tu.	
19	W.	*Sharp*
20	Th.	
21	Fr.	*frosts*
22	Sa.	*in the*
23	Su.	*far West.*
24	M.	
25	Tu.	*Cold.*
26	W.	
27	Th.	*Hot.*
28	Fr.	
29	Sa.	*Cold.*
30	Su.	

ON BUYING THINGS

Beware the "auto novelty," for out of ten thousand such, but a handful is of any value except to the advertising man and to the manufacturer. A real automobile should be equipped when turned out so that it will run under all normal conditions. Some alleged automobiles are, of course, not so equipped, but the fact remains. The oil-saver and the patent bed-spring starter may be well in their place, but their place ought to be the junk heap, not in the limousine or the roadster.

In general it can be said without fear of contradiction that with few exceptions the attachments which are added to a machine after it has been purchased are unnecessary. Few self-starters which are not built in at the beginning prove to be efficient or workable. A speedometer, naturally, can be put on at any time, but ideally it should have its appropriate place in the dash, designed and planned by the man who conceived the car. Every well-used automobile will sooner or later be improved by a tool box here and a tire rack there. The theory, however, is or should be that the fewer affairs are added to an automobile the better is that automobile in get-up and arrangement.

THE PLEASURES OF DEFEAT

A MAN in a brown study steering a machine which two ponderous oxen drag after them, — this man is so laughable that, unless utterly morose, he shares the spectator's hilarity. Only in later solitude is he gnawed by questionings. But when repair bills, reptilian in length, begin to uncoil themselves before him, he must be free-spirited indeed to escape the doubt whether this motor-fool *can* be made into a sage. The doubt, moreover, is real; only experience can solve it. But the doubter's mood, meantime, grows less harassed, less personal, so that whatever his immediate plight, vicarious pleasures attend him. He delights in old earth's vitality, doubled and redoubled in men's motoring; shares in imagination their breasting of snow-suffused wintry winds; pictures the loosening tentacles of cities as they release their prisoners to whiz into open sundown, starlight, and dawn; dreams of enormous organism upon factory organism created by men's new craving for the machine; sees the inventive intellects conceiving, under the impulse of such light yet terrible energy, that they overshoot their terrestrial purpose, and lift us into the kingdoms of the air.

In such outward-darting thoughts as these the defeated motorist finds recreation, then leaps again into action. Dreams have their truth: witness the flight of aeròplanes whose engines could never have existed were it not for engines first devised for automobiles. But the truest of dreams still lack the tang of actuality. Craving this, the defeated motorist soon spurns vicarious pleasures for experience of a machine sometimes wayward, sometimes whimsical, yet powerful as the spirit that rose out of Aladdin's jar. By the magic of the machine its master grows familiar with hidden beauties in smoke and pavement, earth and sky, and shares them in companionship with all lovers of reality. If Heaven smiles, he finds some few as gayly laughing as that spectator of a certain fledgling's ox-drawn progress; and if one of these be possessed by the spirit not only of comedy but of tenderness and awe, he may learn at last the truest romance of motoring.

Henry Copley Greene.

October hath 31 days.

D.M.	D.W.	REMARKS
1	M.	*Brisk northerly*
2	Tu.	
3	W.	*winds,*
4	Th.	
5	Fr.	*veering to*
6	Sa.	
7	Su.	*southerly.*
8	M.	*V*
9	Tu.	
10	W.	*a*
11	Th.	*r*
12	Fr.	*i*
13	Sa.	*a*
14	Su.	*b*
15	M.	*l*
16	Tu.	
17	W.	*e*
18	Th.	
19	Fr.	*Pleasant*
20	Sa.	
21	Su.	*sultry*
22	M.	
23	Tu.	*nights.*
24	W.	
25	Th.	*Expect*
26	Fr.	
27	Sa.	*snow*
28	Su.	
29	M.	*flurries*
30	Tu.	
31	W.	*soon.*

ON MAKING REPAIRS

Blessed is he who has the time, the skill and the desire to make his own small repairs, for of all the vexations in motordom, those arising from getting little necessary jobs of mending done are the greatest.

Much pleasure and a great saving in energy can be derived from undertaking your tinkering yourself. In the first place, it goes without saying that none loves and admires your car as you do. None so well knows its tender places, none so well understands that a certain nut can be loosened only by a certain wrench and in a certain position, and none can ever know as you know what her conduct on the road leads you to suspect as to her carburetor. Hiring a repair man for certain kinds of intimate handiwork may be compared to hiring a mother: it is in the realm of the impossible, it is contrary to nature.

And how rare it is to find a perfect repair man! Willing enough they may be, but the breed is over-apt to be scornful of the owner's diagnosis of the trouble, and from this scorn there are apt to follow misunderstanding and even serious complications.

Odd half hours expended in these humble jobs promote the brotherhood of man and the machine.

THE AUTOMOBILE

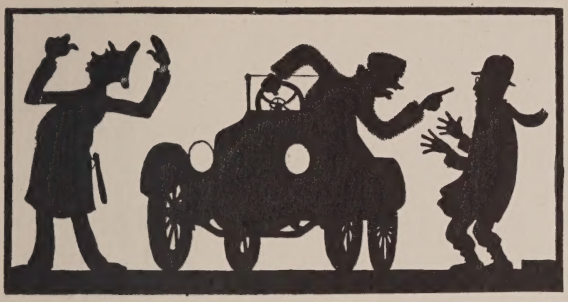
A FIRST RIDE—1904

FLUID the world flowed under us: the hills
  Billow on billow of umbrageous green
  Heaved us, aghast, to fresh horizons, seen
One rapturous instant, blind with flash of rills,
And silver-rising storms and dewy stills
  Of dripping boulders, till the dim ravine
  Drowned us again in leafage, whose serene
Coverts grew loud with our tumultuous wills.

Then all of Nature's old amazement seemed
  Sudden to ask us: "Is this also Man?
  This plunging, volant land-amphibian
What Plato mused and Paracelsus dreamed?
  Reply!" And piercing us with ancient scan,
The shrill, primeval hawk gazed down — and screamed.

Percy MacKaye.

November hath 30 days.



D.M.	D.W.	REMARKS	ON MANNERS
1	Th.	*Early*	Bad manners have brought to the automobilist a discredit which may follow him as long as the automobile endures — long after good manners shall have displaced the bad.
2	Fr.	*snow.*	
3	Sa.		
4	Su.		
5	M.	*But soon*	It is a curious phenomenon, often observed by the Almanac, that the same man who as a father, guest, or pedestrian even, shows careful consideration for the feelings and rights of others, turns almost immediately into an inconsiderate bully when he takes his place behind the wheel of his car. His customary outer layer of politeness deserts him when he drives. He demands first place on the street or road. He lets out raucous, startling noises to announce his demands, and he enforces them by suiting the action to the word. He — this average motorist — loses his native politeness and forgets that after all he is but one atom in the great stream of traffic which rushes and crawls on the earth's surface.
6	Tu.	*a*	
7	W.		
8	Th.	*balmy day.*	
9	Fr.		
10	Sa.	*Growing cold*	
11	Su.	*of nights.*	
12	M.		
13	Tu.		
14	W.	*Seasonable*	
15	Th.		
16	Fr.	*weather*	
17	Sa.	*expect-*	
18	Su.	*ed.*	
19	M.		Bad manners encourage bad manners, and it is no wonder that pedestrian carelessness calls forth motor carelessness of the same graces, and thus the vicious circle is started, each blaming the other, and neither willing to give in till some neutral power, such as the law, calling for safety first, steps in as umpire.
20	Tu.		
21	W.	*Freezing*	
22	Th.		
23	Fr.	*cold.*	
24	Sa.		
25	Su.	*Dreary, but*	
26	M.	*sunny.*	
27	Tu.		
28	W.		
29	Th.	THANKSGIVING DAY.	
30	Fr.		

RHAPSODY OF A MOTORIST

I HAVE known the love of a motor-car.

I have felt a pedal in the hollow of my foot; the grip of the hardwood wheel in my palm; the resistance of levers.

I have swung the car on a hundred highways, have moulded rubber to road, have fashioned her to rut and gully, have played her on mud, gravel and rock. I have frolicked with puddles and pedestrians, humps and broken bottles.

I have heard the symphony of well-tuned cylinders, and the sharp pop of bursting treads.

I have seen her run like a young, wild animal when the night was cool and crisp, and stop to think it over in the middle of a hill on a hot summer day.

I have wondered on the wintry mornings would she bark.

I have sworn by her.

I have damned her.

I have ministered unto her when she was sick.

There is rust on the radiator and her hull needs a bucket of paint. She is warped, wobbly, dented, antiquated, dirty.

She threshes up the boulevard.

She does not trot in motorocracy.

But there is a soul under her hood.

And I love her.

And all our folks love her.

Our old benzine boat.

P. J. Feely.

December hath 31 days.

D.M.	D.W.	REMARKS
1	Sa.	*A great big*
2	Su.	*blizzard is on*
3	M.	*the way.*
4	Tu.	
5	W.	
6	Th.	
7	Fr.	*Drain all*
8	Sa.	*radiators.*
9	Su.	
10	M.	
11	Tu.	
12	W.	*A warm*
13	Th.	*wave due.*
14	Fr.	
15	Sa.	
16	Su.	
17	M.	*Colder.*
18	Tu.	
19	W.	*Rain.*
20	Th.	
21	Fr.	*Snow.*
22	Sa.	
23	Su.	
24	M.	
25	Tu.	CHRISTMAS.
26	W.	
27	Th.	
28	Fr.	*Icicles and*
29	Sa.	*then a thaw.*
30	Su.	
31	M.	

IN CONCLUSION

The last month of all, — marked out by Christmastide, many, many bills, and soulful preparation against the demands and resolutions of the New Year.

'T is well in December to cast up the accounts and to view calmly and with reflection the gains, the losses, the mistakes and the achievements of the year: what accidents you have had; what pleasures from your car; what new things learned — and what old ones forgotten; what mileage attained per gallon or dollar's worth of tire; what grades conquered on high; what pedestrians dodged!

Too rarely, the Almanac believes, do motorists stop and think, either separately or both together; and for this reason it considers its mission, in part, to be to induce reflection — quiet, comfortable, December reflection, facing an open fire if possible, or a mere radiator if there is no fire. Out of reflection grow the great things of the world — dreams, visions of happiness, inventions, plan for encompassing them all, and enjoyment of the past, the present and the future. He who never reflects, or else merely reflects those things which come to him from other people, cannot be said to be in the true sense of the words alive or living.

ANECDOTES AND MISCELLANY

THOUGHT HE EARNED IT

MRS. CROXTON was opposed, on principle, to giving money or food to professional beggars, but there was something so forlorn in the aspect of the dilapidated vagabond at her kitchen door that she hesitated to turn him away.

"Have n't you any occupation?" she asked.

"Nothing that you 'd call an occupation, madam," he answered.

"Did n't you ever try to learn a trade of any kind?"

"Nothing that you 'd call a trade."

"And you have never tried to earn your living?"

"Lady," said the tramp, straightening himself up with something resembling dignity, "I earn my living every day. At least, I 'm earning the right to live."

"How?"

"Dodging automobiles."

Mrs. Croxton decided that he had earned a plateful of chicken hash.

LEARNING THE ELEMENTS

THE editor of the Atlanta *Constitution*, Mr. Clark Howell, tells a good story about a former janitor of the *Constitution* office, who lost his place through overindulgence in liquor, and who afterward secured a position as an assistant in an automobile garage in that city.

"He had been working round the garage as a handy man for about six months," said Mr. Howell, "and happening to meet him on the street one day, I asked him how he was getting along in the automobile business.

"'Fine,' said he.

"'I suppose you know everything about an automobile now, Tom?'" I said to him.

"'Yes, sir, Mr. Howell, I knows a lot about dem cars, for I's been working under dem and over dem and all around dem ever since I left de *Constitution* office. But dere is just one thing about dem automobiles dat puzzles me,' said Tom.

"'What's that?' I asked.

"'Well, sir, Mr. Howell, I can't get it into my head how they make 'em go without hitching a horse to 'em.'"

TAKING NO CHANCES

One day a young Cleveland bachelor who is always generous with his car, offered, says *Reedy's Mirror*, to take downtown the old colored janitor of the apartment house in which he has lodgings.

"No, suh, boss — no, suh, thank you, suh," said the ancient functionary, with a grin. "I reckon I 'll wait and go on de street cyah."

"What 's the matter, uncle? Are you afraid?"

"No, suh — me afraid? No, suh, I got to wait."

"Uncle, have you ever been in an automobile?"

"Nevah but oncet, and den I did n't let all ma weight down!"

THE VICTIM

In honor of a visit to his plant by the governor of the state, writes a contributor to *Everybody's Magazine*, an automobile manufacturer once had a complete car assembled in about seven minutes.

Some weeks after this feat was heralded in the daily papers, the telephone at the factory rang vigorously.

"The newspapers say that you assembled a car in seven minutes at your factory. Is that true?" the voice asked.

"Yes," came the reply. "Why?"

"Oh, nothing," said the calm inquirer, "only I've got the car!"

THE GREATER DIFFICULTY

A gentleman driving an automobile on a country road, says a writer in a Virginia newspaper, met an old-fashioned high carriage in which was an old-fashioned couple. They jumped to the ground and the automobile came to a halt.

The gentleman of the car stepped forward, and offered to help lead the horse past the machine.

"Oh, never mind the horse, never mind the horse," said the old gentleman. "You lead the old lady past that thing, and I'll get the horse by all right."

A FINANCIAL PROBLEM

THE laugh is not always on the side of the automobile. The old farmer described in Brooklyn *Life* may have been bucolic, but the machine would have to put on a good pace to get ahead of him. The incident took place on a country road.

The automobile was speeding along at a high clip. Directly in its track an old man leisurely shambled along behind two cows which he was escorting homeward. When the machine was almost upon them, one of the occupants called angrily out:

"Why don't you get out of our way? Do you want to be run over?"

"Well," responded the farmer, dryly, "I was just wondering which 'd be the most profitable, to let you run over the cows or run over me!"

NOT TO BE DIVERTED

THE touring car, a writer in *Punch* says, had turned upside down, burying the motorist under it, but the village official was not to be so lightly turned from his duty.

"It 's no use you hidin' there, sir," he said, severely. "I must 'ave your name and address."

OF PROPER QUALITY

THE town was so small that the advent of a new automobile always created a stir proportionate to the importance of the event. When the wealthiest citizen finally succumbed to the popular craze and invested his dollars in a large touring-car, all the neighbors rushed out to see the new machine speed by.

"Phew!" gasped one of the spectators. "That 's the worst-smelling one of the lot!"

"It ought to be," piped the minister's youngest. "It belongs to the richest man."

FOR THE ROAD NUISANCE

IN a certain Southern village, says *Everybody's Magazine*, there was a physician noted for his reckless automobile driving. One day when he answered the telephone, a woman's voice asked him if he were going out driving that afternoon.

"No, I hardly think I shall have time this afternoon," replied the doctor. "But why do you ask?"

"Well," replied his questioner, "I want to send my little daughter downtown for some thread if you are not."

NO GAS

UNDER the spreading chestnut tree a stubborn auto stands, and Smith, an angry man is he, with trouble on his hands. He cusses softly to himself and crawls beneath the car, and wonders why it did n't bust before he got so far. The carburetor seems to be the cause of all his woe; he tightens half a dozen bolts, but still it does n't go. And then he tries the steering-gears and finds no trouble there, till wet with perspiration, he quits in sheer despair. He squats beside the road to give his brain a chance to cool, and ponders on his training in the correspondence school, and then he starts the job once more, until by chance it 's seen the cause of all the trouble is he 's out of gasoline.

Anonymous.

MR. BLINKS AND HIS FRIENDS

(First get a motor in your own eye and then you will overlook more easily the motor in your brother's eye. Somewhere in the Bible.)

By all means let 's have a reception," said Mrs. Blinks, "it 's the quickest and nicest way to meet our old friends again after all these years. And goodness knows this house is big enough for it," — she gave a glance, as she spoke, around the big reception room of the Blinks' residence — "and these servants seem to understand things so perfectly it 's no trouble to us to give anything. Only don't let 's ask a whole lot of chattering young people that we don't know; let 's have the older people, the ones that we know can talk about something really worth while."

"That 's just what I say," answered Mr. Blinks — he was a small man with insignificance written all over him — "let me listen to people talk, that 's what I like. I 'm not much on the social side myself, but I do enjoy hearing good talk. That 's what I liked so much over in England. All them — all those people that we used to meet talked so well. And in France those ladies that run saloons on Sunday afternoons ——"

"Sallongs," corrected Mrs. Blinks. "It 's sounded like it was a G." She picked up a pencil and paper.

"Well, then," she said, as she began to write down names, "we 'll ask Judge Ponderus ——"

"Sure!" assented Mr. Blinks, rubbing his hands; "he 's a fine talker, if he 'll come!"

"They 'll all come," said his wife, "to a house as big as this; and we 'll ask the Rev. Dr. Domb and his wife — or no, he 's Archdeacon Domb now, I hear — and we 'll invite Bishop Sollem, so they can talk together."

"That 'll be good," said Mr. Blinks; "I remember years

and years ago hearing them two — those two, talking about religion, all about the soul and body. Man! it was deep. It was clean beyond me. That 's what I like to listen to."

"And Professor Potofax from the college," went on Mrs. Blinks, "you remember, the big stout one ——"

"I know," said her husband.

"— and his daughter, she 's musical, and Mrs. Buncomtalk, she 's a great light on woman suffrage, and Miss Scragg and Mr. Underdone — they both write poetry, so they can talk about that ——"

"It 'll be a great treat to listen to them all," said Mr. Blinks.

A week later, on the day of the Blinks' reception, there was a string of motors three deep along a line of a hundred yards in front of the house.

Inside, the reception rooms were filled.

Mr. Blinks, insignificant even in his own house, moved to and fro among his guests.

Archdeacon Domb and Dean Sollem were standing side by side with their heads gravely lowered, as they talked, over the cups of tea that they held in their hands.

Mr. Blinks edged towards them. "This 'll be something pretty good," he murmured to himself as he got within reach of their conversation.

"What do you do about your body?" the Archdeacon was asking in his deep solemn tones.

"Practically nothing," said the Bishop, "a little rub of shellac now and then, but practically nothing."

"You wash it, of course," asked Dr. Domb.

"Only now and again, but far less than you would think. I really take very little thought for my body."

"Ah," said Dr. Domb, reflectively, "I went all over mine last summer with linseed oil."

"But did n't you find," said the Bishop, "that it got into your pipes and choked your feed?"

"It did," said Dr. Domb, munching a bit of toast as he

spoke. "In fact I have had a lot of trouble with my feed ever since."

"Try flushing your pipes out with hot steam," said the Bishop.

Mr. Blinks had listened in something like dismay. "Motor cars!" he murmured. "Who 'd have thought it."

But at this moment a genial, hearty-looking person came pushing towards him with a cheery greeting.

"I 'm afraid I 'm rather late, Blinks," he said.

"Delayed in court, eh, judge?" said Blinks, shaking hands.

"No; blew out a plug!" said the judge; "stalled one right up——"

"Blew out a plug!" exclaimed Dr. Domb and the Bishop, deeply interested at once.

"A cracked insulator, I think," said the judge.

"Possibly," said the Archdeacon, very gravely, "the terminal nuts of your dry battery were loose."

Mr. Blinks moved quietly away. "Dear me!" he mused, "how changed they are."

It was a relief to him to edge his way quietly into another group of guests where he felt certain that the talk would be of quite another kind.

Professor Potofax and Miss Scragg and a number of others were evidently talking about books.

"A beautiful book," the professor was saying; "one of the best things, to my mind at any rate, that has appeared for years. There 's a chapter on the silencing of exhaust gas which is simply marvelous."

"Is it illustrated?" questioned one of the ladies.

"Splendidly," said the professor. "Among other things there are sectional views of check valves and flexible roller bearings——"

"Ah, do tell me about the flexible bearings," murmured Miss Scraggs.

Mr. Blinks moved on.

Wherever he went among his guests they all seemed

stricken with the same mania. He caught their conversation in little scraps.

"I ran her up to forty with the greatest ease, then threw in my high speed and got seventy out of her without any trouble." "No, I simply used a socket wrench, it answers perfectly." "Yes, a solution of calcium chloride is very good, but of course the hydrochloric acid in it has a powerful effect on the metal."

"Dear me!" mused Mr. Blinks, "are they all mad?"

Meantime around his wife, who stood receiving in state at one end of the room, the guests surged to and fro.

"So charmed to see you again," exclaimed one. "You've been in Europe a long time, have n't you? Oh, mostly in the south of England? Are the roads good? Last year my husband and I went all through Shakespeare's country. It 's just delightful. They sprinkle it so thoroughly. And Stratford-on-Avon itself is just a treat. It 's all oiled, every bit of it — except the little road by Shakespeare's house — but we did n't go along that. Then later we went up to the Lake district; but it 's not so good; they don't oil it."

She floated away, to give place to another lady.

"In France every summer!" she exclaimed. "Oh, how perfectly lovely! Don't you think the French cars simply divine? My husband thinks the French body is far better modeled than ours. He saw ever so many of them. He thought of bringing one over with him, but it costs such a lot to keep them in good order."

"The theaters?" said another lady. "How you must have enjoyed them. I just love the theaters. Last week my husband and I were at the Palatial — it 's moving pictures — where they have that film with the motor collision, running. It 's just wonderful. You see the motors going at full speed, and then smash right into one another — and all the people killed — it 's really fine."

"Have they all gone insane?" said Mr. Blinks to his wife after the guests had gone.

"Dreadful, isn't it!" she assented. "I never was so bored in my life."

"Why, they talk of nothing else but their motor cars," said Blinks. "We've got to get a car, I suppose, living at this distance from the town, but I'm hanged if I intend to go clean crazy over it like these people."

And the guests as they went home talked of the Blinkses.

"I fear," said Dr. Domb to Judge Ponderus, "that Blinks has hardly profited by his time in Europe as much as he ought to have. He seems to have observed nothing. I was asking him about the new Italian touring car that they are using so much in Rome. He said he had never noticed it. And he was there a month!"

"Is it possible," said the judge; "where were his eyes?"

All of which showed that Mr. and Mrs. Blinks were in danger of losing their friends forever.

But it so happened that about three weeks later Blinks came home to his residence in an obvious state of excitement. His face was flushed and he had on a silly little round cap with a glazed peak.

"Why, Clarence!" cried his wife, "whatever is the matter?"

"Matter!" he exclaimed, "there isn't anything the matter! I bought a car this morning, that's all. Say, it's a beauty, a regular peach, four thousand, with ten off. I ran it clean round the shed alone first time. The chauffeur says he never saw anybody get on to the hang of it so quick. Get on your hat and come right on down to the garage. I've got a man waiting there to teach you to run it. Hurry up!"

Within a week or two, one might see the Blinkses any morning, in fact every morning, out in their car!

"Good-morning, Judge!" calls Blinks gayly as he passes, "how's that carburetor acting? Good-morning, Archdeacon, is that plug trouble of yours all right again?

Hullo, professor, let me pick you up and ride you up to the college; oh, it's no trouble. What do you think of the bearings of this car? Aren't they just dandy?"

And so Mr. Blinks has got all his friends back again.

After all, the great thing about being crazy is to all be crazy together. *Stephen Leacock.*

MOBILE MAXIMS

SELECTED

THOUGH thou swear by thine auto seven times, the eighth thou wilt swear at it: that is Kismet.

Tarry when chased, ye may repent at seisure.

To speed is human; to be caught is — fine!

If thou runnest across a friend cut him not — lest thou skid.

All that glitters does not go.

Oils well that ends well.

Wiser than his own generation is he who knoweth his auto. HE *IS* A PROPHET.

Take care of the pennies, the garage will take care of the dollars.

Give not thine auto a name; thy neighbors will name it for thee.

It is nicer to hitch your wagon to a star than to hitch your car to a wagon.

Remember, never to mend too late!

Blessed be the pace-maker, for he shall ride in no man's dust.

An auto that rattles is like a fool that prattles: an abomination to the soul and a vexation to the ear.

The chariots shall rage in the streets, they shall jostle one against another in the broadways; they shall seem like torches, they shall run like the lightnings. Nahum ii: 4.

E. Watts-Mumford and R. B. Glaenzer.

USEFUL INFORMATION

COST OF STATE ROADS

THE cost of a road is dependent upon not only the type of construction but the amount and character of grading to be done, the cost of labor and materials, the width and thickness of surfacing, the character and amount of drainage required, and other factors of equal variability. Based upon general averages, it has been ascertained by highway specialists of the department that under average conditions macadam roads can be built in Southern States at $4000 to $5000 per mile, gravel roads at from $1500 to $2500 per mile, and sand-clay and topsoil roads at from $800 to $1500 per mile. In New England and the other Eastern States macadam roads are reported at from $6000 to $9000 per mile, gravel roads from $3200 to $5000, and bituminous macadam from $8000 to $13,000, according to the character of construction, whether surface-treated, penetration, or mixing method. The bituminous type is quite general in the Eastern States. As indicating costs in other sections of country, the State highway commissioner of Michigan reported in 1913 the average cost for macadam roads to be $4300 per mile, clay-gravel roads $1500 per mile, and concrete roads about $10,000 per mile. The average cost of State highways constructed in Ohio in 1913 was $8383. According to types, in 1912 the brick-paved highways averaged $14,650 per mile and the macadam highways $5950. In California the first 356 miles of the State system of highways cost an average of $8143 per mile and consisted principally of thin concrete with a thin coat of bitumen. The maximum and minimum figures given are not absolute, but are intended to present the usual range of costs. The rates given include grading, drainage, surfacing, and engineering costs.

U. S. Department of Agriculture.

CENSUS FACTS ON AUTOMOBILES

How the automobile industry grew in the years from 1909 to 1914 is told in a bulletin prepared by the Bureau of the Census at Washington. Owing to the thoroughness with which the Census makes its investigations, 1914 is the latest date for which information of this kind is available. The returns show that during 1914 there were in the United States 338 establishments manufacturing complete automobiles, their output being 573,114 machines, valued at $465,042,474. Thirty-eight of these establishments were engaged primarily in the manufacture of bodies and parts, agricultural implements, and other products, and reported the manufacture of complete automobiles as a subsidiary product. In addition there were 12 establishments which manufactured 20 cars, either for experimental purposes or for their own use, upon which no market value could be placed.

At the 1909 census 315 establishments were reported as engaged in the manufacture of automobiles either as a primary or as a subsidiary product; and their output was 127,287 machines, valued at $165,099,404. During the five years 1909–1914 there has thus been an increase of 350.3 per cent in the number of automobiles manufactured, and of 181.7 per cent in their total value. The fact that the increase in value of output during the five years was much smaller, relatively, than the increase in number of machines made is accounted for not only by a general reduction in prices, but also by the production of a larger proportion of machines of low-priced makes in the later year as compared with the earlier.

Of the total number of automobiles manufactured during 1914, those operated by gasoline or steam power numbered 568,399, and those operated by electric power, 4715, as compared with 123,452 operated by gasoline or steam,

and 3835 by electric power, manufactured in 1909. The increase during the five years in the number of gasoline and steam machines manufactured was thus 360.4 per cent, and in the number of electrics, 22.9 per cent.

Touring cars formed the principal type manufactured during both census years. In 1914 the output of this class of machines was 454,876, valued at $351,585,518, compared with 76,189, valued at $113,510,575, in 1909. Of the total production for 1914, the number designed for pleasure or family use was 544,255, compared with 119,190 in 1909. For business purposes and for use as public cabs, omnibuses, ambulances, patrol wagons, fire-fighting machines, and for other business purposes, 24,144 machines were manufactured in 1914, compared with 4262 in 1909. The output of delivery wagons and trucks was 22,753 in 1914, compared with 2771 in 1909.

The report also classifies the gasoline and steam automobiles manufactured in 1914 according to their horsepower. The production of vehicles of less than 10 horsepower amounted to only 391; of from 10 to 19 horse-power, to 45,116; of from 20 to 29 horse-power, to 346,399; of from 30 to 49 horse-power, to 163,468; and of 50 horsepower or more, to 13,025.

The figures shown above do not represent the number of establishments nor the value of products of the entire automobile industry, but only the figures for establishments making complete automobiles. In addition to these establishments there were a large number engaged in the manufacture of automobile parts and accessories, and the statistics for the establishments that manufactured the complete machines do not represent the extent of the industry. The value of automobile tires made by establishments in the rubber industry is very large, and many of these tires, as well as other parts and accessories, are sold to repair shops and automobile owners, and therefore do not appear in the value of products of the automobile industry.

COMPARATIVE SUMMARY OF NUMBER OF AUTOMOBILES MANUFACTURED, AS REPORTED FOR THE CENSUSES OF 1914 AND 1909.

Type	*Census*		*Per cent of increase, 1909-1914*
	1914	*1909*	
Total	573,114	127,287	350.3
Gasoline and steam *	568,399	123,452	360.4
Family and pleasure	544,255	119,190	356.6
Touring cars	454,876	76,189	497.0
Delivery wagons and trucks	22,753	2,771	721.1
All others	1,391	1,491	6.7†
Electric	4,715	3,835	22.9

* Returns were received from only two establishments making steam automobiles in 1914. The statistics for these companies are consolidated with those manufacturing gasoline automobiles in order to avoid the disclosure of their operations.

‡Decrease.

GOVERNMENTALLY AIDED FOREIGN ROADS

SOME measure of aid is granted to highway improvement by every important government in the world except the Government of the United States.

Most noted of the national highway systems is that of France. In a paper read at the Third International Road Congress in 1913, by M. Bordas, he stated that on December 31, 1910, there were 23,756 miles of national roads on which had been expended during the past century and a quarter about $311,000,000. The system is about complete and needs only to be maintained. Ordinary maintenance for the system is estimated at about $8,000,000 annually, or something like $350 per mile.

The national roads are paid for entirely by the national government. The vicinal roads which include practically all roads other than the "routes nationale" are divided into two general classes, (1) the roads of main communi-

cation and common interest, which are provided for in the budgets of the respective departments, and (2) the ordinary vicinal roads, which are provided for by the municipal councils. There is a class of roads known as "department roads" but these are rapidly merging into the vicinal roads. The vicinal roads of main communication comprised on December 31, 1910, a total of 108,227 miles; the vicinal roads of common interest, 49,296 miles, and the ordinary vicinal roads, 237,789 miles. There were at the same time 8,073 miles of departmental roads, thus making the total of all classes 427,141 miles.

The national government has contributed to the construction of these classes of roads about $100,000,000 out of about $1,000,000,000 expended for construction and about $1,100,000,000 for maintenance since 1836. An act of 1880 appropriated $16,000,000 to aid departments and communes to complete their road systems, and in a decree of July, 1895, the apportionment was fixed by a definite tariff under which the contributions were as follows: Communes from 15.45 to 85.45 per cent; departments from 1.55 to 68.35 per cent, and the national government from 6 to 72.20 per cent.

In the year 1908, as an example, the average contributions were as follows: The national government, 42.6 per cent; the departments, 27.8 per cent; and the communes, 29.6 per cent. It is thus clear that the French government aids generously in the improvement of all highways.

At the head of the French road system is the Minister of Public Works, who has a technical staff made up of inspectors general from the School of Roads and Bridges forming a section of the Council General of Roads and Bridges, the other sections dealing with other public works. The Minister is the president of the Council General and he appoints an inspector general of the first class as vice-president. For road purposes, districts, each comprising a number of departments, are each under an in-

spector general. Each department is under a chief engineer and he has under him ordinary engineers, sub-engineers and assistants as needed. Maintenance is by patrol, each patrolman having an average of three and three fourths miles of road to maintain.

In 1909 a Government Road Board was established by Act of Parliament in Great Britain for the purpose of making grants and loans to county councils for road construction and improvement and to actually construct and maintain any new roads which the Board considered necessary for traffic requirements. The annual report of the Board for 1915 showed that £4,580,034 had been issued in grants and £1,454,413 in loans to March 31, 1915, in the United Kingdom, or a total of grants and loans of £6,034,447. It is thus evident that the English Government has in five years appropriated within the small area of England, Scotland, and Ireland about $30,000,000.

There are in England and Wales, as of 1913 report, 33,300 miles of urban roads and 118,620 miles of rural roads. If the English Government, with a road mileage of less than one tenth the aggregate mileage in the United States, can justify an outlay from government funds of about six million dollars annually, it would seem quite conservative to expect from the Congress of the United States an appropriation for road purposes of at least $25,000,000 annually.

A. A. A.

GOOD-ROADS PROGRESS

THE great interest that is now manifest throughout the country in the good-roads movement is clearly shown in the increasing activity of the State Governments in the work. At the present time all of the States, with the exception of Indiana, Mississippi, South Carolina and Texas, have enacted laws providing for State aid in road work.

The accompanying table, which is made up from a circular recently published by the United States Department of Agriculture, gives the expenditures for State highways to January 1, 1915, and is the latest available information on this subject. This table shows that from 1895, when Massachusetts and Connecticut enacted State-aid laws, up to 1915, 39 of the States expended a total of $211,859,163 in road work. As showing the growing interest in road-building, it may be noted that 38 of the States have made available $54,884,007 for use in 1915, or more than 25 per cent of the total appropriations for the past twenty years; also the total expenditures in 1914 from State funds, joint funds, and local funds amounted to $250,797,911.

According to the circular, there were on January 1, 1915, 2,273,131 miles of public roads in all the States, of which 247,490 miles, or 10.9 per cent, were surfaced. The total mileage of all State-aid roads built to January 1, 1915, was 35,477, of which 6,805 miles, or nearly 20 per cent, were built in 1914.

It is seen from the accompanying table that while two States, New York and California, exceed Indiana in the amount of money expended in road work last year, yet Indiana, because of the wide distribution of excellent gravel, is second in the mileage of surfaced roads, with 26,831 miles, being exceeded only by Ohio, with 28,312 miles, while New York is third with 22,398 miles. These three States contain nearly one third of all the surfaced roads in the United States.

Only 9 States have 20 per cent or more of their highways surfaced, and of these Rhode Island leads, with 58.8 per cent; Massachusetts is second, with 51.7 per cent; and Indiana third, with 42.3 per cent.

APPROXIMATE EXPENDITURES FOR HIGHWAYS DURING 1914 AND HIGHWAY MILEAGE TO JANUARY 1, 1915, BY STATES

State	Year original State-aid law passed	Expenditures in 1914					
		Local funds expended in road work by counties, townships, and districts	Joint funds (State and local units)			Road work done solely at expense of State	Total of State funds, joint funds, and local funds
			Local unit's share	State's share	Total joint fund		
Ala....	1911	$2,795,000	$160,693	$170,232	$330,925	..	$3,125,925
Ariz...	1909	603,608	..	..	..	$406,125	1,009,733
Ark....	1913	2,332,368	..	115,000	115,000	..	2,447,368
Cal....	1895	9,495,281	..	..	..	5,175,333	14,670,614
Colo...	1909	1,621,950	678,225	301,274	979,499	..	2,601,449
Conn...	1895	1,400,000	265,125	1,307,381	1,572,506	2,124,276	5,096,782
Del....	1903	360,411	30,000	31,000	61,000	..	421,411
Fla....	1915	3,450,000	..	..	..	..	3,450,000
Ga.....	1908	2,500,000	..	..	..	..	2,500,000
Idaho..	1905	1,265.000	43,466	49,812	93,278	..	1,358,278
Ill.....	1905	7,102,977	446,702	387,989	834,691	..	7,937,668
Ind....	..	13,258,761	..	..	..	..	13,258,761
Iowa...	1904	11,363,000	..	74,000	74,000	..	11,437,000
Kan....	1911	5,427,424	..	9,080	9,080	..	5,436,504
Ky	1912	1,700,000	..	18,000	18,000	..	1,718,000
La.....	1910	4,000,000	300,320	161,186	461,506	..	4,461,506
Maine..	1901	1,863,000	375,731	467,149	842,880	831,716	3,537,596
Md.....	1898	2,000,000	356,845	356,845	713,690	4,283,768	6,997,458
Mass...	1892	3,318,742	241,838	242,560	484,398	2,217,469	6,020,609
Mich...	1905	6,715,000	2,082,612	657,264	2,739,876	61,348	9,516,224
Minn...	1905	4,272,244	2,643,621	1,309,956	3,953,577	..	8,225,821
Miss...	..	2,850,000	..	..	..	..	2,850,000
Mo.....	1907	8,000,000	..	277,253	277,253	..	8,277,253
Mont ..	1913	2,553,773	..	13,516	13,516	..	2,567,289
Nebr...	1911	3,347,062	..	..	..	..	3,347,062
Nev....	1911	240,000	..	..	..	..	240,000
N.H...	1903	1,250,000	301,288	491,520	792,808	9,365	2,052,173
N.J....	1891	3,000,000	2,235,976	1,306,596	3,542,572	..	6,542,572
N.Mex.	1909	371,196	40,281	115,732	156,013	..	527,209
N.Y. ..	1898	7,741,142	6,655,072	8,544,126	15,199,198	6,950,133	29,890,473
N.C....	1901	3,930,000	..	5,000	5,000	..	3,935,000
N.Dak.	1909	2,365,000	..	..	..	..	2,365,000
Ohio...	1904	8,500,000	906,543	1,855,338	2,761,882	..	11,261,882
Okla...	1911	3,375,000	..	..	..	..	3,375,000
Ore....	1913	5,155,657	1,718,000	10,697	1,728,697	178,278	7,062,632
Pa.....	1903	5,500,091	657,437	1,976,768	2,634,205	2,290,284	10,424,580
R.I....	1902	385,000	..	..	..	199,598	584,598
S.C....	..	1,000,000	..	..	..	..	1,000,000
S.Dak .	1911	1,421,501	..	..	..	..	1,421,501
Tenn...	1915	2,500,000	..	..	..	..	2,500,000
Texas..	..	8,750,000	..	..	..	..	8,750,000
Utah...	1909	750,000	249,204	157,732	406,936	..	1,156,936
Vt.....	1898	723,011	300,000	458,456	758,456	..	3,224,311
Va.....	1906	2,148,436	1,243,432	523.578	1,767,010	..	3,915,446
Wash..	1905	4,000,000	..	1,343,431	1,343,431	877,700	6,221,131
W.Va..	1909	2,388,000	144,000	..	144,000	..	2,532,000
Wis....	1911	4,519,000	3,117,329	1,482,379	4,599,708	..	9,118,708
Wyo...	1911	426,448	..	..	..	..	426,448
Total.	..	$174,035,083	$25,193,740	$24,220,850	$49,414,591	$25,605,393	$250,797,911

APPROXIMATE EXPENDITURES FOR HIGHWAYS DURING 1914 AND HIGHWAY MILEAGE TO JANUARY 1, 1915, BY STATES (*continued*)

State	*Total all surfaced roads in State (approximate)*	*Total all public roads in State*	*Percentage of surfaced roads in State*	*State and State-aid roads built in 1914*[1]	*Total all State and State-aid roads built to January 1, 1915*	*Roads maintained with State aid, 1914*	*Total State money expended for road work from outset to January 1, 1915*	*State money available for road work, 1915*
	(*miles*)	(*miles*)	(*per ct.*)	(*miles*)	(*miles*)	(*miles*)		
Ala....	5,491	49,639	11.1	113	399	..	$460,271	$144,000
Ariz. ..	400	5,987	6.7	10	247	122	563,210	396,883
Ark....	1,085	36,445	3.0	..	..	..	140,000	25,000
Cal....	9,388	48,069	19.5	406	1,124	919	8,269,942	7,000,000
Colo...	655	30,571	2.1	248	655	..	821,751	85,000
Conn...	3,300	12,582	26.2	199	1,282	1,125	14,934,176	1.000,000
Del....	241	3,000	8.0	10	144	..	193,695	30,000
Fla....	2,625	17,954	14.6	..	..	..	..	..
Ga.....	12,500	83,986	14.9	..	..	..	..	..
Idaho..	611	18,406	3.3	70	100	..	372,812	200,000
Ill.....	9,000	94,141	9.6	99	284	..	867,989	2,100,000
Ind....	26,831	63,370	42.3	..	..	..	..	..
Iowa...	2,505	104,027	2.4	..	..	..	175,000	100,000
Kan....	1,170	111,536	1.0	..	..	..	20,000	11,000
Ky	10,636	58,000	18.3	..	..	..	43,000	600.000
La.....	697	24,962	2.8	75	299	38	461,506	145,000
Maine .	3,264	25,528	12.8	260	1,323	648	4,855,864	1,000.000
Md. ...	2,706	17,025	15.9	330	978	787	14,253,142	4,572,000
Mass...	8,928	17,272	51.7	184	1,113	967	16,365,425	2,437,000
Mich ..	8,859	68,906	12.8	694	2,437	1,754	2,207,701	1,700,000
Minn...	6,206	91,890	6.8	305	4,242	8,364	2,708,174	1,770,741
Miss...	1,800	44,072	4.1	..	..	..	..	..
Mo	8,000	120,000	6.6	..	..	6,250	1,421,983	350,000
Mont...	100	23,319	0.4	..	..	..	16,000	25,000
Nebr ..	250	80,338	0.3	..	..	..	257,850	100,000
Nev ...	65	12,751	0.5	..	..	..	20,000	..
N.H. ..	1,025	15,116	6.8	149	1,024	875	2,593,450	400,000
N.J. ...	4,500	14,842	30.3	102	1,935	2,000	7,192,268	1,360,000
N.Mex.	900	16,920	5.3	50	357	..	510,833	175,000
N.Y....	22,398	80.112	27.9	863	5,167	4,000	82,638,729	15,000.000
N.C. ..	6,166	49,802	12.4	..	..	..	28.500	10,000
N.Dak.	200	61,593	0.3	..	..	..	..	..
Ohio...	28,312	83,681	33.8	151	569	340	5,123,671	3,300,000
Okla,..	500	71,325	0.7	..	..	..	20,323	15,000
Ore....	3,994	42,930	9.3	125	309	..	188,975	233,000
Pa.....	3,976	87,387	4.5	360	1,889	6,882	24,259,954	5,000,000
R.I....	1,246	2,121	58.8	2	325	325	3,703,665	180,000
S.C....	4,888	45,549	17.3	..	..	..	..	..
S.Dak..	290	56.354	0.5	..	..	..	..	..
Tenn ..	5,554	45,913	12.1	..	..	..	..	..
Texas..	9,790	128,971	7.6	..	..	..	..	..
Utah ..	1,653	7,970	20.7	66	1,072	..	688,732	100,000
Vt.....	3,278	15,082	22.7	200	1,631	4,252	3,186,419	400,000
Va.....	4,482	43,399	10.3	751	2,916	..	2,186,895	520,000
Wash..	4,250	37,000	11.5	288	1,024	340	7,117,769	3,167,583
W.Va..	825	31,629	2.6	..	..	..	121,766	11,800
Wis ...	11,500	61,090	18.8	695	2,632	..	2,829,486	1,215,000
Wyo ..	450	10,569	4.3	..	..	..	38,237	5,000
Total.	247,490	2,273,131	10.9	6,805	35,477	39,988	$211,859,163	$54,884,007

[1] The amount of grading done by States and through State aid not included.

UNCLE SAM AS A MOTORIST

With the United States ranking as the leading motoring nation, with more than three times as many automobiles running over its 2,273,000 miles of public roads as are used throughout the rest of the world, it is only natural that the Federal Government should be rapidly converted into a motor-vehicle user. The transportation service of the various Government departments of Uncle Sam, as far as is possible, is fast being motorized, says *The Horseless Age.*

The White House has in use 6 motor machines; the Interior Department, in its various branches, 73; the Department of Agriculture, 16; the Department of Labor, 2; the Treasury Department, 7; The State Department, 2; the War Department, 91; the Post-Office Department, 225; the Commerce Department, 4; the Government Printing Office, 10; the District of Columbia, 30, and the Navy Department, 65; or a total of 531.

These figures, even, do not represent the extent to which motor-vehicles are used by the Government, as in several instances rented cars are pressed into service. This is true as to the customs and the postal services in New York City. As a result of trouble which the Post-Office Department has had recently with the motor-contract service in New York City, it is probable that the Government will purchase at least 100 additional cars for that service, bringing the total up to 631. The department also has under rental about 100 cars in various other large cities.

New cars are being bought also for other post-offices, and the rural free delivery service is being motorized as rapidly as is possible. More than 700 rural routes have already been motorized, and by the time this action is taken with respect to all of those which are to be operated by automobile, the number will have reached the thousands for this branch of the service alone. These rural free delivery automobiles, however, will be owned by the indi-

vidual carriers; but, while privately owned, will stand as a testimonial to the recognition by this branch of the Federal service of the utility of the motor-car.

The White House garage contains 4 passenger cars, 1 electric runabout, and 1 baggage wagon. The Interior Department's equipment consists of 2 large gasoline trucks and 2 electric trucks, in use in Washington; 3 freight trucks and 1 automobile bus, used by the Indian Bureau; 4 trucks in the field service of the Geological Survey, 3 trucks used by the Bureau of Mines at Pittsburgh, and 58 cars, practically all of them passenger cars, in the field work of the reclamation service. The Department of Agriculture uses its motor-vehicles in the extensive field service it finds necessary.

The Department of Labor uses 1 truck and 1 touring-car at Washington; the Treasury Department, 7 trucks for freight purposes at Washington; the War Department, its motor-trucks, passenger cars, and motor ambulances at Washington, at the various posts and barracks and other military stations: the Post-Office Department, its screened automobile and collection and delivery services at Washington and elsewhere among the larger post-offices: the Commerce Department, its trucks at Washington; the Government Printing Office, its 2 electric carriages and 8 delivery wagons at Washington, and all of those owned by the District of Columbia, principally for freight and transfer purposes, at Washington.

The Navy Department has in use in Washington and at the various navy yards and other stations throughout the country and the territories under control of the United States, 60 or more machines. Of these about 50 are trucks, used for the heavier hauling, 8 or 10 are ambulances and the others passenger cars. At the Navy Department it is stated that the motor-cars are fully as satisfactory as to results as was anticipated. The cost figures show that they are operated much cheaper than were the horse-drawn vehicles. *Boston Transcript.*

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